

## Summary

The provided lecture appears to be a discussion on transportation systems, accessibility, and sustainability. However, the transcript is quite disjointed and difficult to follow due to possible language barriers, technical issues, or a lack of clear structure. Despite the challenges, I will attempt to summarize the main points that can be deciphered from the transcript:

1. **\*\*Introduction to Transformation\*\***: The lecture starts with the concept of a new transformation, possibly referring to changes in transportation systems or policies aimed at creating a more accessible and equitable environment for all, including those with disabilities.
2. **\*\*Accessibility and Equality\*\***: Emphasis is placed on ensuring equality in accessibility for everyone, particularly for those who are fiscally disadvantaged or disabled. This includes designing communities and transportation systems that are accessible and user-friendly for all.
3. **\*\*Transport Policy Objectives\*\***: One of the objectives of having a transport policy is to achieve equity for all, ensuring that transportation services are accessible and do not negatively impact certain groups of people. The discussion touches on minimizing negative externalities associated with transport, such as air pollution.
4. **\*\*Understanding Externalities\*\***: The concept of externalities (both positive and negative) is introduced, with a focus on how transportation systems can generate negative externalities like pollution. The importance of understanding and mitigating these effects is highlighted.
5. **\*\*Characteristics of Good Transportation Systems\*\***: The lecture hints at the characteristics of effective and equitable transportation systems, which are not fully detailed due to the disjointed nature of the transcript. It mentions the importance of real-time updates, accessibility, and possibly the integration of technology.
6. **\*\*Future of Transportation\*\***: There are references to learning from others, adopting new technologies, and the potential for revolutionary changes in transportation. The discussion mentions the importance of continuous learning, improvement, and adaptation in transportation planning and policy.
7. **\*\*Importance of Review and Implementation\*\***: The lecture concludes with the idea that any transportation system or policy should be subject to periodic review and dynamic adjustments to ensure it remains effective, equitable, and sustainable over time.

In summary, the lecture touches on critical issues related to transportation, including accessibility, equity, sustainability, and the importance of continuous improvement and adaptation. However, the disjointed nature of the transcript makes it challenging to provide a clear and comprehensive summary.

## Transcript

[00:00] We call it a new transformation. [00:05] For example, we call it that we wanted to create an apology. [00:10] A very well-translation experience can take place. [00:15] When you are operating and not technical, [00:19] we have generate a backbone, the support for others. [00:24] You must also consider those that are fiscal-in-talent [00:30] or disabled. You must ensure equality in accessibility. [00:37] Those that are fiscal-in-talent, don't have a free-to-house-me-share. [00:43] You also must go back as a useful model. [00:47] In the manner, a way to design your current way, [00:53] so that it will not become a model, but to the extent that one of us says to transfer services. [01:00] That's why way you notice most of this development of climate environment, [01:04] it's come about that. They also create a very friendly environment [01:08] that it knows that a fiscal-in-talent of disabled. [01:13] Because you could design your own community. [01:17] They create a framework that will also fit and allow it to become real-time, [01:22] which is very well done. [01:24] Then when you have to think that across the city, the next design, [01:28] for those that are fiscal-in-talent, that will lift the support. [01:32] You don't have to factor in climate and mentality. [01:35] You have to kind into it that we did there, but we just have to admit that [01:39] they have a third-line game in general. [01:44] So, a short-equity basis for all is one of the objectives of having [01:51] a transport policy at the time. [01:58] I don't know what it's meant to be, but it's not a transport activity. [02:04] Minimize it as a vector impact of transport ability. [02:08] It is a reverse way-to-top idea. [02:12] Because when we are accused of transport system, [02:16] that's all transport externalities. [02:19] Externalities can be positive externalities can also be negative externalities. [02:24] So, I'm making a sort of transport system, [02:27] and you can point it to point it to point it to point it to point it to point it. [02:29] That's a positive aspect. [02:31] But we are breaking the garbage in origin and destination. [02:34] What of the externalities is negative externalities attached to it? [02:38] In the proper order of the solution, air pollution, air pollution, what's our view? [02:43] Well, we are breaking the load of the atom. [02:46] For what it allowed to be in land, you are affected, narrowing, narrowing, narrowing, [02:51] wide-lighter, stages. [02:53] What you want to build the airports? [02:55] Why will you play the big land? [02:57] Because we did the largest part on land for that. [02:59] But what you want to do is to understand what it has made. [03:01] You are already in this sort of system. [03:03] So, this are externalities attached to transport externalities. [03:07] So, as we are not going to need, you want to put it up with the real energy. [03:12] Do you have to reset your data? [03:14] What do I do? I have access to our land. [03:16] They have a function. [03:18] So, I want to do this job. [03:19] For that, I want to do this. [03:21] I want to do this. [03:22] I want to do this. [03:24] I want to do this. [03:26] I want to do this. [03:27] I want to do this. [03:29] To reset the internalities that you must consider in the real life. [03:33] I want to do this. [03:35] So you must consider all these things. [03:37] For a short time, everybody that got everything care of the dead or dead. [03:41] The dead can be equal to this, right? [03:44] And they'll be equal, access, to be this. [03:47] And everybody, they enjoy these things. [03:49] And they have everything. [03:51] So, you're part of the national development of real goals. [03:53] This has to be a very good example. [03:55] It's not too early in good, but it's not too late in good. [03:58] It's not too late in good, so we're not going to buy these. [04:05] We're going to buy these. [04:07] Let's look at the characteristics of ten-stop voices. [04:24] We want to be part of the future of ten-stop voices, one next time for voice and dynamics. [04:37] Got that inaccuracy which doesn't respond then it asks [04:39] what darkness unity. [04:42] Atribools number one. [04:52] Long time in major. [04:55] Long time in major. [04:56] So, in the moment of hypnotizing the ETS, [05:10] in the time of the policies and working with the act. [05:15] A cop has a large number of ETS, a large number of ETS. [05:21] It has two first behavior into the other. [05:26] The first argument is to say I want you to put two letters in the first particular position, [05:33] then you want you to play the unit of cellar, [05:38] and then you want me to say I want you to put your signature. [05:44] cond [05:49] [05:51] [05:55] [06:00] Cook with Side Vertheist [06:08] For example, if you want to build a place for the people who need to implement those things like how they can't. [06:23] If you want to build a group that come up with some other factors in place, [06:28] One, two, three, four, three, four, four, four, three, four, eleven. [06:39] Four, three, four, five, twelve, three, four, fifteen, fifteen, twelve, five, and twelve. [06:49] We made it to Brazil about 359 years ago. [06:54] burgahr ne-r-dall [06:56] di-de-he-de-he-dall [06:59] i- hi-hi-i-h-e-e-hufu-s-e-ni-i-h-eh-i-h-h-h-h-h-h-h-f-i-hi-h-e-h-he-h-n-d-a-i-i-h-h-h-g-b-g-t-s-i-x-e-yey-g-h-h-h-th-e-i-n-ip-d-d-p-d-h-th-h-m-e-h-w-e-d-dag-dag. [07:15] That's the one. [07:17] That's the one so aspect of this. [07:19] And it will speak with, not implemented, [07:22] but it's about the green cover, [07:24] they don't provide with these functional stuff. [07:27] And it has been drained into the wings, [07:31] and the rest and the head, [07:33] they'll be able to unbreak up the little bit. [07:35] It's the one that is sticky. [07:36] They've took it from a spot, [07:39] rolled and got up into hundreds and out by the middle of a crossbow. [07:43] Baby Christmas and today is the power of gospel [07:47] and the power of all the struggles that have been built in the United States, [07:52] it provides big services in us with the power of life. [07:58] Now I jump to the character of [08:03] General Deerevny depty art [08:05] He, quandof, theifornia of capital [08:10] If we are to talk about how to train quality and job, [08:14] we have to learn how to do the way we are from casting up to the day. [08:20] You understand? [08:23] Does that make sense? [08:25] No. [08:26] No. [08:27] No. [08:28] Great. Great. Great. Great. Great. Great. [08:30] From casting up to the day. [08:32] Of these, those measure in the day. [08:35] That measure in the day. [08:36] That measure. [08:37] That measure. Good. Great. Great. Great. Great. Great. Great. Great. Great. [08:43] Yes? Great. Good. Great. Great. Great. [08:46] I don't think it is obviously a real iron in the south, south, to the south, north, [08:51] to south, north, east. So need more. [08:55] All ofattutto is 60. [08:56] Nobody that satisfies the trend. [09:00] Mm. [09:00] I don't think it is a dangerous thing for contagion. [09:04] answer a few words from a Cecosaurus [09:06] rules of union [09:07] [09:09] [09:12] [09:13] [09:15]

lishing [09:17] ■ publicity [09:20] Joe Matt Sang [09:21] ■■■■■■■■ [09:22] ■■■■■■■■ [09:24] ■■■■■■■■ [09:27] ■■■■■■■■ [09:28] ■■■■■■■■■■ [09:35] Blow■■■ [09:39] ■■ [09:45] ■■■■■■■■ [09:49] ■■■■■■■■ [09:59] ■■■■■■■■ ■■■■■■■■ [10:01] Let's go. [10:03] We're not from what that's. [10:05] We're going to learn from you. [10:07] We're going to learn a lot from you. [10:09] I'm going to learn the sound from you. [10:11] I don't know what I mean by a lot from you. [10:13] The quality of the sound I say is to anyone. [10:16] I see you. [10:17] Do you understand? [10:18] Let's go. [10:19] Oh, sure. [10:20] What's a sense of now, [10:22] using a red track from you. [10:24] To you. [10:25] Why don't we take our opportunity [10:28] and so by that, and then back in. [10:32] It improved. [10:33] In, throughout, through and ready, [10:35] and then to open its opportunity to, [10:37] just set up a track. [10:39] Let's go, sorry. [10:41] So if you want to drive, [10:42] you may not need to go by a route [10:44] or if you need to go by a route. [10:45] Or if you need to go by a route. [10:47] Notice, I don't know, a per may. [10:49] Most of the track starts. [10:52] eres■■■C [11:03] Amundosfood kueib [11:08] Amundos food oil [11:10] ■■■■■, Lost Light. [11:13] And I don't want it simply. [11:17] Just like you said, I would love to [11:19] simplify and despise. [11:22] Or they can carry moeki Jaz ■ me, [11:25] or I would want that is, in proc or you could have [11:28] pressure on your roads. [11:30] This is a precise transmitter. [11:32] You may get lagging in stupid ideas. [11:35] Because my pressure of enemy, [11:37] ■, every machine there is on there to assist that in other than [11:41] the operating unsighting, and I take them to the room, [11:44] and I realize the project is the road near to us. [11:47] And small round, so they need the points for me to do that. [11:53] They are coming with the form of finance, [11:56] the social factor, which is asking to me with human nature and freedom, [12:01] and the money and demands, and our architectures, [12:05] that this is one of one of our individuals. [12:09] So all these things, most of them, are considered, [12:12] as one of the processes of transport, [12:14] and one of them is the most specific of the ability, [12:19] the most specific of the ability. [12:24] How many people are now in the middle? [12:27] Two minutes. [12:29] Two minutes. [12:29] One minute. [12:33] Does it move ready? [12:35] Oh, oh, I know. [12:36] Oh, I know. [12:37] All right, the right. [12:38] All right, the right. [12:42] More specific, more specific. [12:45] Just a little bit more. [12:48] So what I do is, both of them, is that, [12:52] which move or transport to your motorcraft? [12:56] In the end, we are talking from the Air Force. [13:06] In the Air Force, we are talking from the Air Force. [13:22] Like I've been done up, I've come from the airport, you dropped, there's a ring at the airport. [13:32] When you get there, you're coming to the University of New York, because I've taken it many times. [13:39] Even past year, you got an answer. You don't realize there's a restriction, a restriction. Now, take it to the door. [13:48] You don't take it to the airport anymore. [13:51] You can't take it. [13:52] You see, those that sit on the ground from the one and the south, this is the time to move to the place, each other, and there's room for you to stand, if you. [13:59] Yeah. [14:00] Sit to stand. [14:01] Good job. [14:03] Good job. [14:04] We're very important to see that we're challenging, it's obviously done with. [14:08] And since almost three years it's done with three, but nobody's yet to. [14:12] It has been three years now. It's been three years now. It has been three years from here, [14:16] but two years old. [14:18] It's still three years. [14:19] It's still three years now. [14:20] So that's in the modern, from here, to go. [14:23] It's really not three years now, you can't take public transports. [14:26] By the road, that's in the modern transport system. [14:30] Likewise, if you're coming from the sea, what do you do? [14:33] I would decide your route. [14:35] To get the risk is walking on the door, go this way, you will. [14:39] And then move it to the end of the night. [14:41] It's not walking, you don't need a tanker. [14:44] So the drops. [14:46] And the public are to be following. [14:48] So that's in the tank on the exit. [14:50] You can go that from the exit. [14:52] There's a single place, a little bit. [14:54] A very advanced level in the box. [14:56] Good job. One, we want this 80 order. [15:00] So there, when you're shopping, you need to see the transport, [15:04] you need to check up the amounts of it. [15:06] You don't need to. [15:08] Or you don't need to see the water. [15:10] Then by and on, we have soft net, you need to see. [15:14] By and on, we need to see. [15:16] So, we need to see. [15:22] Soft net. [15:23] So, we need to see. [15:26] Review. [15:30] Dynamic. [15:32] And subject to reality. [15:34] Review. [15:36] So what we might, is dynamic, is that. [15:38] So that is dynamic, it's always changing. [15:40] It's not past time. [15:42] So what's happening is dynamic. [15:44] It's so different to periodically review. [15:46] Maybe after 5 years, we have to review. [15:48] Apart, we come with implementation. [15:52] It's a continuum of modifying. [15:54] So we can do what dynamic review, implementation, [15:58] assessment, execution, and what are we going to get into. [16:02] But in the time, it's up. [16:04] Anyway, some of the five step problems. [16:06] We're going to do the same. [16:08] I think all of you have been in the industry. [16:10] Yes. [16:12] Before we go to the business. [16:14] I was not starting to have been. [16:16] And how we won in public business.